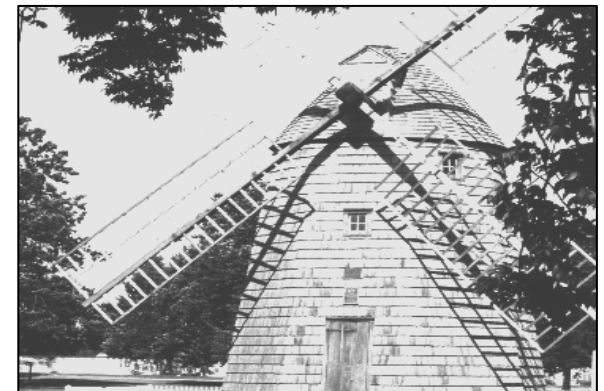




SOUTHAMPTON TOMORROW COMPREHENSIVE PLAN UPDATE IMPLEMENTATION STRATEGIES SOUTHAMPTON, NEW YORK





SOUTHAMPTON TOMORROW

COMPREHENSIVE PLAN UPDATE IMPLEMENTATION STRATEGIES

TOWN OF SOUTHAMPTON, NEW YORK

MARCH, 1999

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SOUTHAMPTON TOMORROW COMPREHENSIVE PLAN UPDATE AND
IMPLEMENTATION STRATEGIES,
ADOPTED BY TOWN BOARD RESOLUTION # 328 DATED MARCH 12, 1999.

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SOUTHAMPTON TOMORROW

INTRODUCTION



CHAPTER 1: DESCRIPTION OF THE COMPREHENSIVE PLAN



DESCRIPTION OF THE COMPREHENSIVE PLAN

This document is a Strategic and Capital Improvements Plan that updates the first Comprehensive Plan completed for the Town in 1970, in the following areas: Natural Resources, Historic Resources, Scenic Resources, Greenways and Open Space, Affordable Housing, Community Facilities, Economic Sectors, Agriculture, Fisheries, Hamlet Business Areas, and Transportation.

The Comprehensive Plan has three major components:

1. Technical Reports Part 1 and 2 (which form the basis for the decisions made within the plan);
2. Plan and Implementation Strategies (which provides the vision; goals, supporting technical research and findings and recommended actions); and
3. Strategic and Capital Improvements (which details one, three, five and ten year strategies for implementation of the visions, goals and recommended actions of the plan).

This Plan is a “living” document and as such the Town should review the Plan on a yearly basis. This review should focus on the existing strategies for the year, detailing progress on strategies which have been met, and those which have not. This review should culminate in a strategic implementation plan for the upcoming year, based on the goals of the one, three, five and ten year plans included in this document.

A. AUTHORITY FOR THE PLAN

The Comprehensive Plan is prepared under the authority of Town Law §272-*a*, which authorizes either the Town Board or the Planning Board to prepare a comprehensive plan. The Town Board for the Town of Southampton has assumed this role, and has, as required by the Law, held public meetings and hearings “as it deems necessary to assure full opportunity for citizen participation in the preparation of ...[the] plan.” These meetings, outlined in detail below, were conducted by the staff of the planning consultant team headed by Land Ethics, Inc., in conjunction with the Department of Land Management. The Town Board has submitted the proposed Plan to the Town Planning Board and the Suffolk County Planning Commission for their comments. The Plan, revised respective of comments received at public meetings and from the Planning Board and County, is adopted by resolution of the Town Board.

B. EFFECT AND LEGAL FORCE OF THE COMPREHENSIVE PLAN

Once adopted, “all town land use regulations must be in accordance with a comprehensive plan” (*N.Y. TOWN §272-a 11(a)*). In addition, building or development actions by other governmental agencies must take the comprehensive plan into consideration: “all plans for capital projects of another governmental agency on land included in the Town Comprehensive Plan adopted pursuant to this section shall take such plan into consideration” (*N.Y. TOWN §272-a 11(b)*).

C. THE BENEFITS OF A TOWN-WIDE COMPREHENSIVE PLAN

As stated in the Town Law commentary, a comprehensive plan is a rational document, developed from a thorough investigation of the facts, trends and vision local citizens have for their community, and is developed with comprehensive community involvement. It has as its underlying purpose “the control of land uses for the benefit of the whole community” (*N.Y. TOWN §272-a Practice Commentaries*) and is the guiding document for all future zoning and land use decisions. While there is no requirement in New York State law to prepare a comprehensive plan, the law has provided a strong incentive to do so in the form of the plan’s relationship to State SEQR requirements. The Act states that when the comprehensive plan “serve[s] as or [is] accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act ... No further compliance with such law is required for subsequent site specific actions that are in conformance with the conditions and thresholds established for such actions in the generic environmental impact statement and its findings” (*N.Y. TOWN §272-a (8)*). Thus, the Town may design the Comprehensive Plan to serve as the required Environmental Impact Statement for all development and building actions which conform to the visions, goals and objectives of this plan. Further environmental impact statements would only be required if the proposed building or development actions were not in conformance with the plan. This is a positive benefit for Town initiated development actions, as well as private development in accordance with the Plan.

D. CITIZEN PARTICIPATION IN THE PLANNING PROCESS

The planning process which resulted in the development of this Comprehensive Plan was composed of three phases (as outlined in Figure 1):

Phase 1: Collect Ideas

Phase 2: Identify Issues/Consider Options

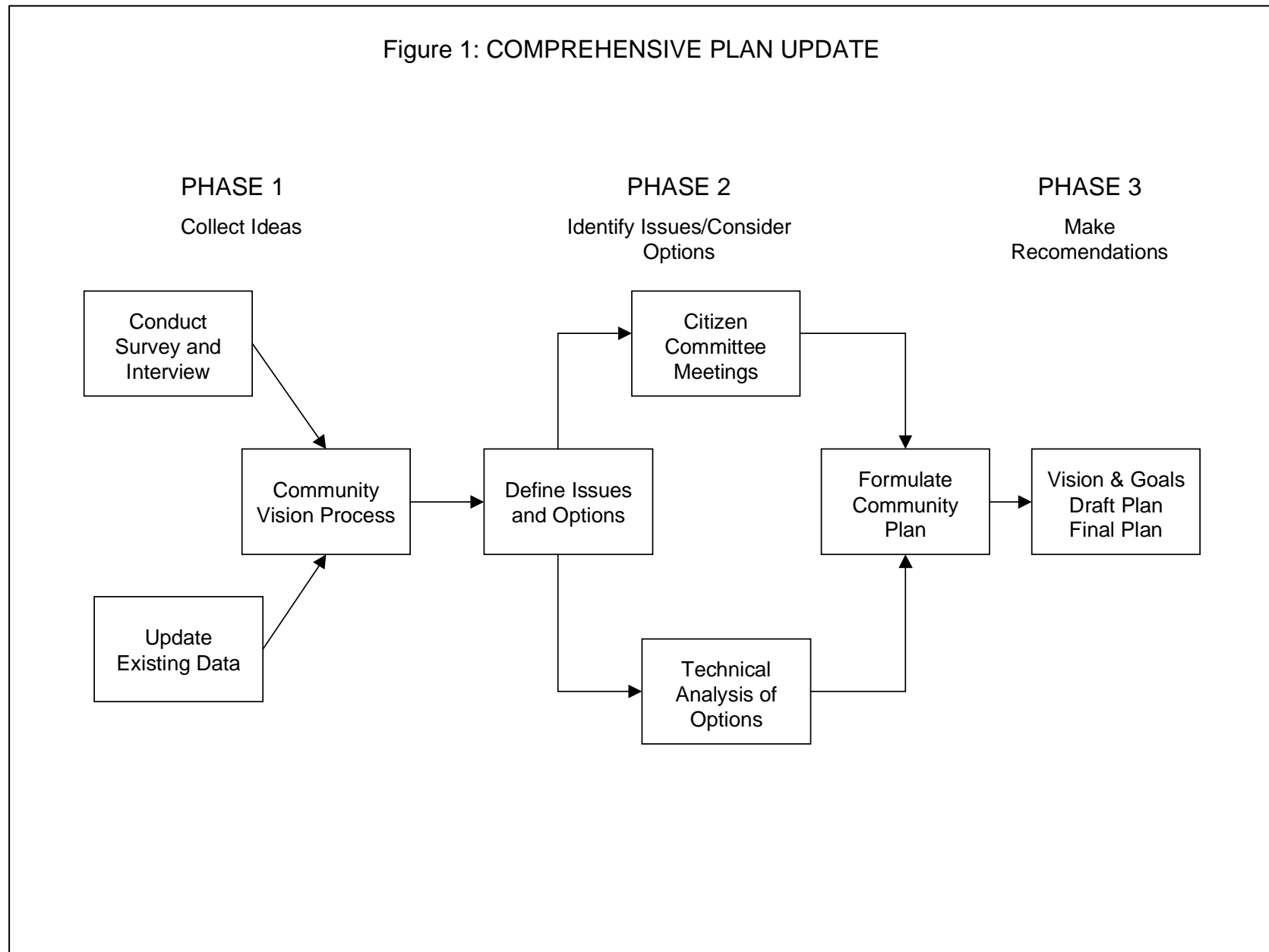
Phase 3: Make Recommendations

Citizen input was sought throughout the planning process through a variety of different public participation techniques. The cornerstone of the public participation strategy was the Comprehensive Plan Citizen Advisory Committee, composed of 38 members including representation from all 13 of the Hamlet Citizen Advisory Committees, the Chambers of Commerce, Long Island University - Southampton Campus, the Town of Southampton Business Alliance, Southampton Trails Preservation Society, Peconic Land Trust, The Group for the South Fork and the League of Women Voters (a full list of members is included in the preamble to this plan). This group provided a sounding board for the Technical Reports, discussed preliminary implementation options, attended a daylong Visioning Session and provided a conduit for information back to their constituency.

In order to reach a broader cross-section of citizens, Phase 1 included four town-wide surveys:

1. a written survey of all hamlet Citizen Advisory Committees;

Figure 1: COMPREHENSIVE PLAN UPDATE



2. a slide image survey (Visual Preference Survey) completed by 650 Town residents;
3. a written survey given concurrently with the slide survey; and
4. a telephone survey of 300 Town residents conducted by the Institute for Regional Research at Southampton College.

During Phase 2 and 3, the Plan was put through a series of Comprehensive Plan Citizen Advisory Committee meetings, and other local meetings, all designed to refine the contents of the plan and to produce a clear vision for the future of the community. The Town Planning Board and Town Board reviewed all of the preliminary draft Technical Reports (Parts 1 and 2) in public sessions.

E. HOW TO USE THIS PLAN

The Comprehensive Plan is the guiding document for land use decisions in the Town of Southampton. As stated previously, it is a living document, and therefore requires regular revision and updating. Each Technical Report in Part 1 has a corresponding chapter in the Plan and Implementation Strategies document which is composed of these following basic parts:

1. the Vision and Goals;
2. supplementary findings;
3. recommendation in the form of action items; and
4. strategies for implementing the Goals.

The strategies for implementing the vision and goals of the Plan have been based on the following objectives:

- focusing the existing regulations;
- strengthening existing regulations where necessary to achieve the vision and goals of the Plan;
- improving and integrating the review process; and
- providing incentives where possible to achieve the vision and goals of the Plan.

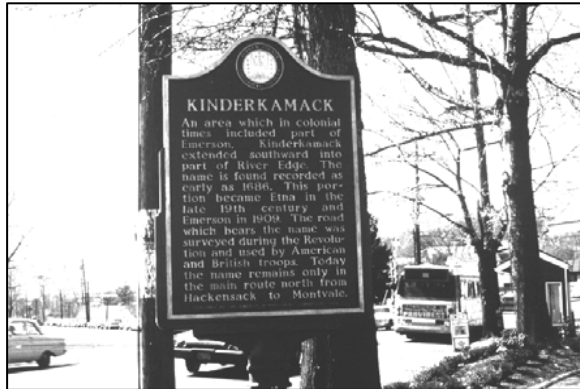
These strategies are presented as specific actions at the end of each chapter. The Strategic Action items are then summarized in the final chapter of the Plan and Implementation Strategies document, and prioritized by the recommended year of implementation, and the type of action to be taken.

The Strategic Action items should be reviewed annually, serving as a checkpoint to insure that the plan is being implemented on schedule. The annual review will also provide an opportunity to amend the Plan if circumstances in the community change. The Strategic Action items should be used principally by the Town elected officials to provide staff with specific direction in the areas of yearly work programs and budgeting.

Additionally, the Department of Land Management has the responsibility to communicate the action items to the private sector and to request their assistance in meeting these community goals. A landowner, citizen, or development interest may also use the action items to become more familiar with the Town goals relative to new development.



SOUTHAMPTON TOMORROW
SOUTHAMPTON: FROM
YESTERDAY TO TODAY

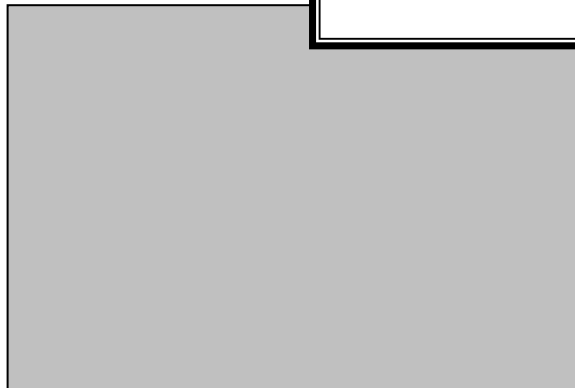
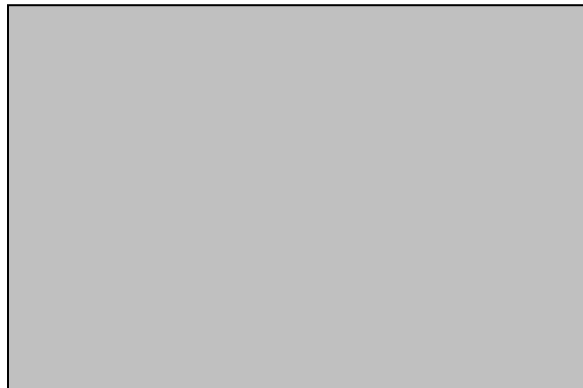


CHAPTER II: BACKGROUND





BRIEF HISTORY OF THE TOWN



A BRIEF HISTORY OF THE TOWN FROM THE 1600'S TO THE PRESENT DAY

The history of the Town of Southampton stretches over more than four centuries, from the life and times of the Shinnecock Indians before the arrival of the first white settlers in 1640, through the Revolution, the Civil War, the establishment of the summer community in the late 1800's, to the growth trends of the late 20th century. Each period of history provides a context for how the Town developed as it is today, and more importantly, why. The traditional sectors of Southampton's economy, such as agriculture, fishing, and seasonal resort related investments have a long history in the Town, giving a context for how they may continue and develop in the future.

The land area of the Town of Southampton was originally occupied by the Shinnecoeks; one of thirteen Algonquin tribes inhabiting Long Island prior to white settlement, and one of four who were in possession of the eastern portion of the Island. The Shinnecoeks were not the largest or the most powerful of tribes, and along with the other tribes in the area were generally peaceful. To the north and east the Narragansetts and Pequots were less peaceful, and often extorted tribute from the settlers.

The Shinnecock, whose name means "level land," inhabited the coastal plain around creeks and inlets which supplied a bounty of aquatic life for food and trade. The primary seat of the tribe was said to have been located at Shinnecock Neck with scattered villages found in other areas such as North Sea and Sag Harbor. Their seafood diet was supplemented with game, corn, fruit and nuts (including the popular groundnut, "sagapon", which grew in Sagaponack). Fire seems to have

been a major aspect of Native American land use practices, used to create a mosaic of succession from grassland through mature forest in the Pine Barrens areas.

In 1640, a boat containing "eight men, one woman and a child" left Lynn, Massachusetts in search of land on Long Island to establish a new plantation. The group of pioneers set sail across the Sound, eventually landing at Dutch occupied Cow Bay, where they were accused of trespassing and ordered to leave. They immediately departed and sailed into Peconic Bay where they next landed at North Sea. A group of friendly Shinnecock Indians greeted them and led the group southward where the permanent settlement of "Old Town" Southampton was established.

With the arrival of the new settlers in 1640, the Shinnecoeks agreed to sign a treaty that at first covered only the eastern portion of the Town. Subsequent treaties and purchases resulted in a "reservation" for the Shinnecoeks, and the development of the Town and Village of Southampton.

The Townspeople initially held most of the land in common. The first houses in the Town were built along Main Street in the Village of Southampton, bordering on Town Pond. When the first lots of land were laid out, each head of family received:

- three acres for a house lot;
- twelve acres for cultivating; and,

- thirty-four acres for grazing lands, plus shares in common woodlands, primarily north of the present site of Southampton Village.

Land, first held in common by the settlers, was over time surveyed into equal parcels and distributed by “lot” among the proprietors or shareholders. The first regular division of land was the “Sagaponack division” in 1653, running from the East Hampton line west along the ocean to Sagg Pond and into Mecox. The second division occurred in 1676, in order to provide people at North Sea some land at Mecox adjoining the east side of Sagg Pond, near the beach. The remainder of the area was divided between 1677 and 1712. This system of land division has led to the pattern of parcels still seen today particularly in the western portion of Town; long narrow parcels of land with frontage on the ocean, pond, or road.

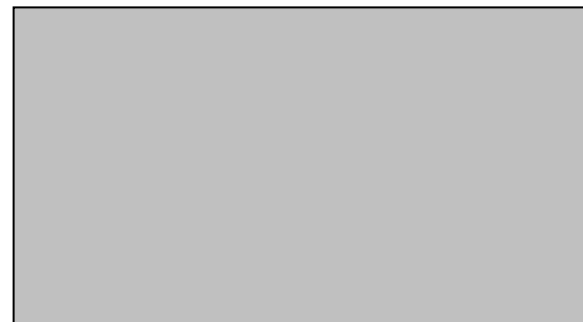
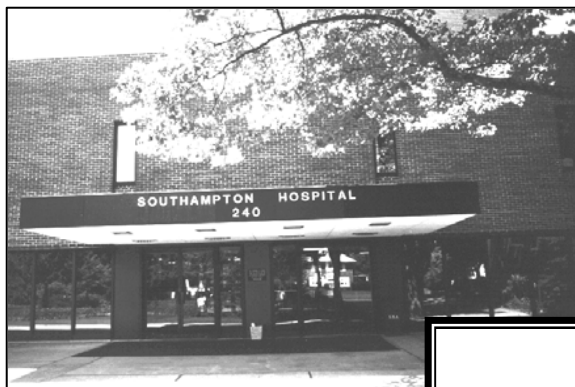
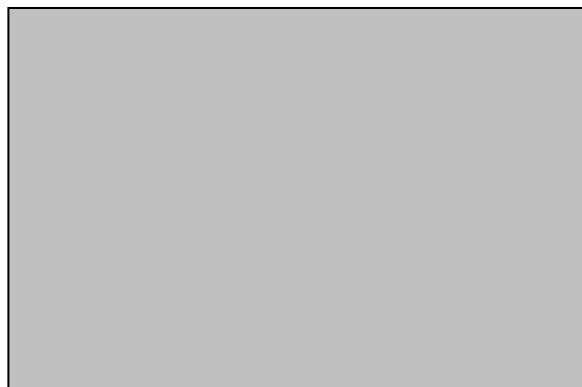
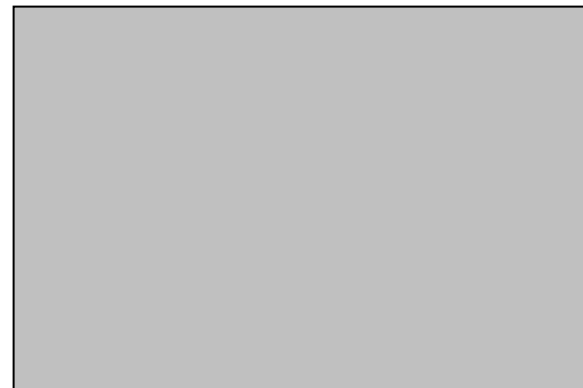
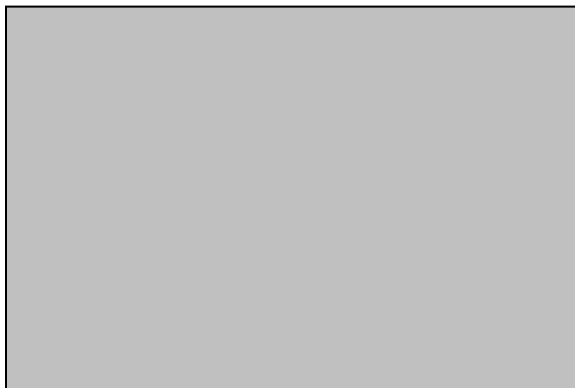
Initially Southampton was an agricultural community which exported its excess production to England. However, after the Revolution, and as the local economy developed, local markets expanded. Thus, the development of maritime industries, the railroad, agriculture and the development of summer resorts are all closely linked, and the results of their influence can be seen in the physical form of the Town today.

Along with agriculture, whaling began almost immediately upon the arrival of the first settlers with the salvage of whales that were swept up on shore. Boats were soon built and whaling moved offshore, developing into a major industry and leading to the prominence of Sag Harbor as an East Coast port. Sag Harbor continued to grow as a port and major whaling center until 1850, when the California gold rush diverted attention to the search for gold. Shortly after that, oil was discovered in Pennsylvania, diminishing the demand for whale oil, and leading to the eventual decline of Sag Harbor as a port.

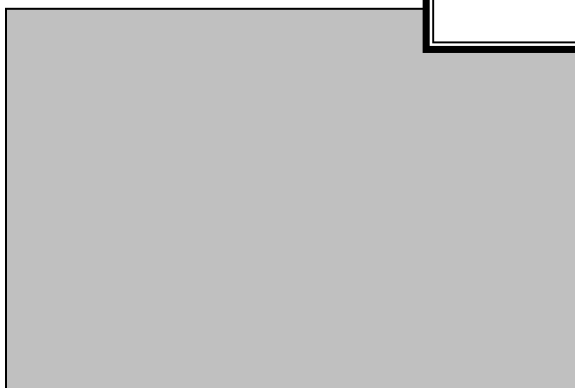
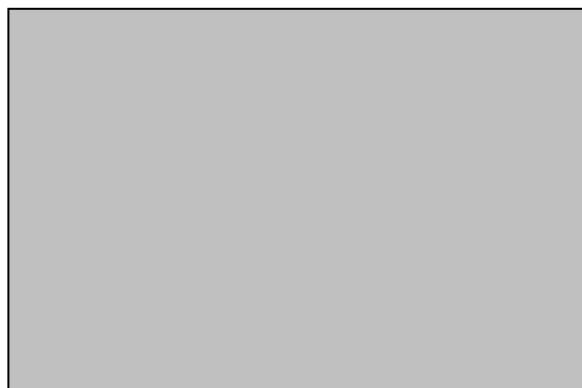
The first leg of the eastern extension of the Long Island Railroad into Southampton was completed in 1870, linking Sag Harbor with the main railroad line. By 1872, the railroad was extended providing rail transportation to the south shore villages of Eastport, Speonk, Westhampton, Quogue, Good Ground (Hampton Bays), Shinnecock Hills, Southampton and Water Mill. Completion of the line to Montauk Point did not take place until 1895. It was originally conceived as a through-route to London and later a resort destination, however neither vision was ever realized.

Initially, the primary freight carried by the railroad was agricultural. In March 1873, a sea captain arrived with nine ducks descended from the Imperial flocks of China. This established a new Long Island industry that relied on rail transportation to New York markets. Long Island, which had been an agricultural region concerned with general farming, was now turning to truck farming and such specialized crops as berries, fruits and other produce that needed fast transportation into the city markets. The potato industry in the northeastern townships had grown immensely with the coming of the railroad, and greater expansion was possible in other areas. New crops such as cabbages, beets, sprouts and cauliflower were being experimented with. In return, the Long Island farmers received tubs of manure from New York City streets and stables via train.

Another result of the coming of the railroad was the development of the summer resort industry. Beginning in the 1860's, beach resorts were developed at Westhampton Beach, Quogue, Southampton Village, and later during the 1920's at North Sea. This summer resort trend has continued to the present day, resulting in an expansion of the second home market, along with an economy influenced by weekend visitation from the New York metropolitan area.



DEMOGRAPHIC TRENDS



A SUMMARY OF DEMOGRAPHIC TRENDS

Southampton has grown steadily since 1940, when its population was 15,295 people. Buoyed by the construction of the Sunrise Highway in the late 1950's, and by employment gains at Suffolk County-based industries such as Grumman and Brookhaven Laboratories, the town gained population rapidly in the 1960's, at an average annual rate of 3.3 percent.

Through the 1970's and 1980's growth rates plummeted in both the state and Suffolk County. By comparison, although Southampton's growth also slowed, it lapsed to only .5 percent per year during the 1980's as compared to a Suffolk County rate of .29 percent for the same period. Even though development was restrained by more restrictive zoning than that of its more conveniently located neighbors to the west, Southampton's population still grew at a higher rate than the county, presumably due to its relatively high quality of life and greater availability of undeveloped land.

As of the 1990 census, Southampton had a population of 45,909 people, which increased slightly to 46,382 people in 1998.¹ However, this number counts only the full time residents - or at least those who list their place of residence as Southampton. The Southampton population swells dramatically during the summer tourist season. Southampton's peak season reaches its crest in July and August, generally lasting from the Fourth of July through Labor Day. Secondary "shoulder" seasons extend from Memorial Day to July in the spring, and from Labor Day until early November in the autumn. At its peak, the summer population is nearly triple

¹ The 1998 estimates were prepared by the Long Island Power Authority (formerly LILCO), based on the number of electric meters in service in Southampton and the average household size.

the year-round population, with the second-home population comprising the largest component of Southampton's summer population.²

This large inventory of second home dwelling units has the greatest potential for increasing Southampton's population over the next decades. A significant national and local trend is the movement by many second homeowners to use their "seasonal" homes more frequently, in many cases converting their seasonal or weekend homes to their primary residences. In addition, there is a prevalence of "telecommuters" and "lone eagles" (workers, freelancers and small business owners) who carry on their work via telephone, fax and modem from their homes, who increase the ranks of the full-time residents.

The growth in both the year-round and seasonal population puts the rural qualities of the Town in jeopardy. The consequences include increased development, traffic congestion, demands on Town services, and more. The growing propensity of seasonal residents to visit more often throughout the year is extending and increasing their impact on the local quality of life and physical environment.

Of the full-time residents, Southampton's growth during the period from 1980 to 1990 has been primarily people 35 to 44 years of age and over 75 years of age. The increase of both age groups reflects to some extent national demographic trends. However, Southampton's percentage of elderly is higher than

² The Long Island Regional Planning Board estimates the total seasonal home population at 60,849, compared to 5,506 hotel/motel guests (excluding "Bed and Breakfast" guests), 300 camping guests, and 18,277 seasonal guests at occupied homes. Thus, seasonal home residents reported 72 percent of the 84,932 seasonal residents and visitors.

in either Suffolk County or the nation, reflecting a trend towards use as a retirement community. Its 75 to 84 year cohort is 7 percent of the population, versus 3 percent for Suffolk County as a whole. Southampton's 65 and older cohort is 11 percent of the population, versus 6 percent for Suffolk County. The trend toward becoming a retirement community is ameliorated to at least some extent by larger demographic forces.

Another aspect of the changing population lies in the baby boom echo, which will resound through the school-age population, increasing enrollments in schools and requiring school expansions.

Southampton's population is relatively affluent. The Town's median household income is 38 percent greater than that of the nation as a whole; its per capita income is 47 percent higher. A significant share of the Town's households is very wealthy, not including second-home owners who report their year-round residence elsewhere.

While demographic information is unavailable to pinpoint the demographic characteristics of the second-home population in Southampton, it is generally accepted that this is a relatively affluent and older population. The trend for these individuals to become more permanent, year-round residents may change business and social patterns in the Town. As seasonal residents become year-round residents, their spending patterns place greater emphasis on convenient shopping. Affluent second home owners who spend more time in Southampton will provide support for increased cultural activities and place a greater demand on local service systems such as schools, libraries and law-enforcement. In addition, the conversion of seasonal homes into primary residences tends to create upward pressure on home and land prices, which may further exacerbate the lack of affordable housing in Southampton.

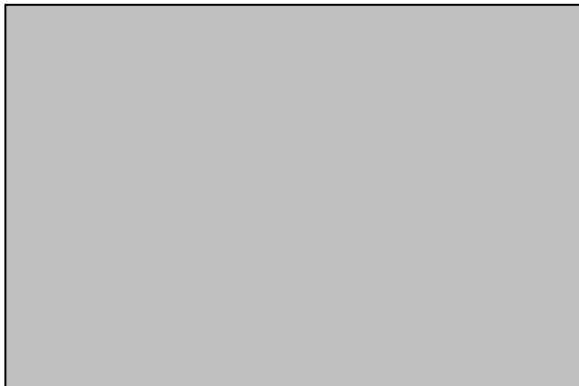
In 1990, the unemployment rate for the Town stood at 3.6 percent, an excellent rate when compared to the New York State unemployment rate of 6.9 percent. A surprising trend has been the minimal growth in the number of service jobs, and the shrinking of that category as a percentage of the local labor force, since nationally there was a boom in service occupations. The low growth of services is particularly unexpected, given that many of the jobs which cater to Southampton's weekend or second-home residents, such as in retail or entertainment, would be classified as service positions. The decrease of Southampton residents in service positions reflects the growing inability of service workers to afford local housing.³

Farming, fishing and forestry had a small increase in the number of persons employed between 1980 and 1990. However, since the amount of land devoted to agricultural resources has not increased, it would appear that the local shift from low labor row cropping (particularly potatoes) to more intensive labor industries (such as nurseries, truck farming and vineyards), often accompanied by "ancillary" retail, have prompted farmers to hire more staff.

³ Note, however, the statistical decrease in service jobs reported by the U.S. Census does not count seasonal and migrant workers who take up temporary residence in the town; nor does it fully account for undocumented workers.



LAND USE TRENDS



A SUMMARY OF LAND USE TRENDS

Southampton is comprised of 102,539.2 acres of land, 34 percent of which is vacant or undeveloped. Most of this undeveloped acreage occurs in the western portion of the Town, in the Central Pine Barrens area surrounding Sunrise Highway. Due to its development history as a second home and resort-oriented community, residential land accounts for nearly 24 percent of the total land area in the Town.

Over the years, much of the growth in Southampton has occurred along the southern and coastal region, and in and around the many bays. In recent years, construction activity for new single family homes peaked between 1984 and 1990, with a resurgence during 1994 to 1998.

Although Southampton developed historically as an agricultural community, that has largely been supplanted by residential uses. Today, agricultural land embodies only 8 percent of the total acreage in Town and represents less than 2 percent of individually owned properties within the town. Thus the ramifications of any major shifts in overall land use are extreme. Even a slight change in land use or ownership, from agricultural to residential or commercial, can have a tremendous impact on the overall balance between developed land and the rural character of Southampton.

TRENDS IN LAND USE AND DEVELOPMENT

The shift from a rural farming landscape with scenic vistas to that of a community made up of residential home sites are not unique to the Town of Southampton or Suffolk County. However, by far the most dramatic change in the

Southampton landscape that has occurred over the past 40 years has been the steady decrease in undeveloped land. Whereas undeveloped land accounted for 73 percent of the Town in 1960, by 1994 the land use inventory indicated that this figure had shrunk to approximately 34 percent. Similarly, in 1960, land utilized for residential purposes comprised less than 4 percent of the total area. By 1980, this figure increased to nearly 10 percent. The 1994 land use inventory indicates that nearly 24 percent of the land is now developed and assessed as residential. This is more than double the amount of residentially developed land since 1980.

GROWTH CENTERS

Today's pattern of residential development has become fairly uniform throughout the southern coastal region. In this area, the distinct separation between hamlet centers has been replaced by largely undifferentiated residential development. For example, there remain only a few small parcels of agricultural land and open space separating the Village of Southampton from the hamlet center of Watermill. The one exception to this trend of homogenous land uses and development is the sizable acreage of open land contained within the Central Pine Barrens region.

This pattern of in-fill development is neither new to Southampton, nor has it gone unnoticed in earlier planning reports. The 1970 Master Plan for the Town noted similar patterns of sprawling residential growth that had taken place during the decade of the 1960s, filling in much of the open

space that at one time existed between each of the hamlet centers.

During the 1980's, the Town attempted to circumvent the loss of rural open-space through the creation of large-lot CR zones such as the CR-200 category (approximately 4.5-acre lots). Although this practice of "up-zoning" may be effective in limiting overall net density, it does not protect large areas of land as undeveloped open space. Nor has this practice of up-zoning preserved land resources for the practice of agriculture. To its benefit, Southampton has been successful in the use of cluster zoning, a technique that places home sites onto a smaller portion of the total development parcel thus preserving the remaining land as open space. However, the open space remaining is often either not available or unsuitable for agriculture.

IMPLICATIONS FOR THE FUTURE

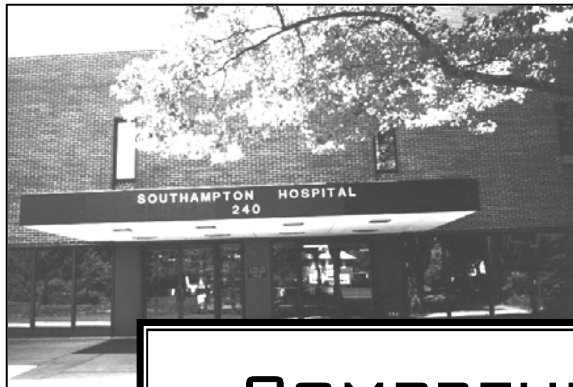
The total population in 1990 was 45,350 and increased slightly to an estimated 46,382 in 1998. The Town's growth will continue, but at a more moderate pace than in recent decades. The boom in population growth for the Town of Southampton has greatly subsided from the pace of the 1960s when the Town's growth rate peaked at 33.4 percent. The growth rate for the decade spanning from 1980 to 1990 was a much lower 5.1 percent. It is conservatively anticipated that the population of Southampton will increase to approximately 47,000 by the year 2000, and to 49,000 in the year 2010, for a

0.4 percent gain per year. However, a higher figure of 56,000 residents in the year 2010 is also possible, based on construction and especially conversion trends, in which seasonal homes are converted to year-round residences at a faster pace than in the past.

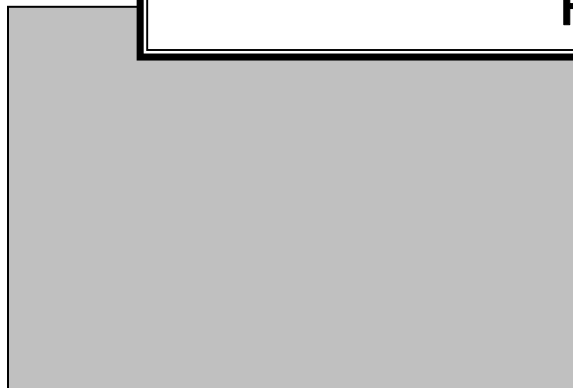
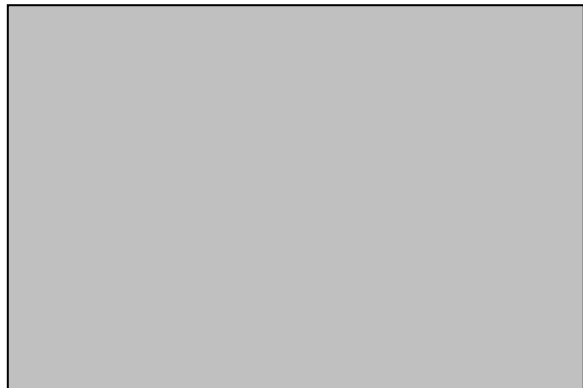
Of the total 33,622 housing units in Southampton, roughly equal proportions are either owner-occupied or for seasonal and occasional use. The owner-occupied housing stock decreased its market share from 44.4 percent to 40.7 percent in recent years while the housing stock devoted to seasonal use increased from 35.9 percent to 38.6 percent. However, with the trend towards more telecommuters and lone eagles locating permanently in Southampton, there is the potential for the year-round population to increase significantly.

The summer "peak" population is also expected to rise. With an estimated 13,000 seasonal units, and assuming an average of 4.6 residents/guests per year round and seasonal unit, combined with approximately 6,300 motel, B&B and camper guests, the summer peak population is currently estimated to be as large as 130,000 people (see table 2 in the Economic Development chapter).

The growth of population and housing units is expected to place more pressure on coastal areas, and on the remaining tracts of agricultural land in the southern portions of the Town, and also to continue to blur the boundaries between the traditional hamlets and village centers.



COMPREHENSIVE PLANNING HISTORY



HISTORY OF COMPREHENSIVE PLANNING

Comprehensive Planning first began in 1970 with the completion of the Town of Southampton Community Master Plan Report. This document was prepared for the Town Planning Board by the local planning firm of McCrosky - Reuter from Ronkonkoma, New York. Similar to the Technical Reports contained in the 1998 Comprehensive Plan Update, the 1970 Master Plan contained a two-part Survey and Analysis study that examined eleven primary components of Southampton. These components included:

Part 1

- Physical Characteristics such as climate, topography, ecological studies, and natural features that included a discussion of scenic features for the future community;
- Existing Land Use that incorporated work by the Nassau-Suffolk Regional Planning Board, including development trends and housing characteristics;
- Building and Environmental Conditions that examined historic census data along with both seasonal and year-round housing issues;
- Streets, Highways, and Transportation Facilities that reviewed both existing and proposed infrastructure, design problems, and different facilities; and
- Community Facilities that included those for recreation, public schools and buildings.

Part 2

- Community Water Systems and Solid Waste and Disposal Facilities;
- Parking Facilities;

- Population and Growth Trends including summer population estimates;
- Economic Activity that examined seasonal housing and the agricultural economy;
- Municipal Finance; and
- Town Wide Planning Objectives.

The Master Plan document itself identified a list of *Town-Wide Planning Objectives* with specific references made towards the components detailed in Part 1 and Part 2. In addition, the 1970 Plan outlined a *Barrier Beach and Shinnecock Bay Development Plan*, detailed *Hamlet Master Plans*, a *Neighborhood Analysis*, a *Capital Improvement Program*, a proposed *Zoning Ordinance*, and proposed regulations for subdivisions.

The 1970 Master Plan was a detailed document that examined all facets of life within Southampton and defined goals for the future of the Town. Many of the key issues in need of careful planning and management that were identified in the 1970 document, are similar to those identified by the community as part of the 1998 Southampton Tomorrow Comprehensive Plan Update. Specifically, the 1970 Plan recognized that it was essential to protect scenic, natural, and historic resources if Southampton was to remain a unique and economically viable second home community with a healthy economy that catered to tourism. With regards to land use, the 1970 plan called attention to the amount of development that was blurring the distinct boundaries between each hamlet center, citing the loss of open space and rural character in the Town. To prevent further erosion of the open space resource, the 1970 Plan recommended that village residential development be proposed for those areas of the community where the highest gross density is already located: within the existing hamlet

centers where access to community facilities and commercial shopping is readily available.

DENSITY AND CHANGES TO THE EXISTING ZONING ORDINANCE

The 1970 Plan identified the need to place limits on net density as the key goal for future land use. Such action was viewed as the principal objective behind what was referred to as a “community-wide maximum density goal.” In determining overall net density, planners took into account the available water supply, problems associated with sanitary waste disposal, and the interrelationship of the two. In addition, it was acknowledged that overall density should be located in such a manner that it protected ecological resources and scenic features. Recognizing this, the Plan determined that the overall net density for Southampton, including all of the villages or hamlet centers, should not exceed 1.4 persons per gross buildable acre. For the unincorporated portions of the town, the Plan indicated that threshold was 1.2 persons per acre.

Yet in many areas of Southampton, the zoning in existence at that time exceeded these limits necessary to sustain water and associated resources. Thus, a future land use plan was proposed that included change to the existing zoning ordinance. In addition to the creation of specific overlay zones such as the Agricultural, Tidal Wetland and Ocean Beach, and Tidal Flood Plain Overlay Districts, the revised zoning ordinance contained an important new residential zoning district. The large-lot Single Family Country Residence (CR-130) was proposed in an attempt to reduce net density, preserve farmland and open space, and protect key resources. This zoning district which specified a minimum lot size of

nearly three acres was never realized. Volume 1 of the 1983 Master Plan Update indicates that the CR-80 (approximately 1.8 acres) became the largest single family lot in the zoning ordinance. Additionally, the CR-87 and R-87 (2 acre) lots were never realized. Instead, the CR-60 and R-60 (approximately 1.4 acres) were adopted as part of the zoning code.

In an attempt to promote open space conservation, the proposed zoning ordinance contained provisions for clustering development onto a portion of a given site and for the transfer of residential development rights (TDR). Both of these concepts represented a progressive and proactive approach to land planning, considering that they were enacted nearly 25 years ago. In retrospect the TDR program contained in the 1970 Plan has not enjoyed the same success as has the clustering ordinance.

A SUMMARY OF THE 1983 MASTER PLAN UPDATE

The Master Plan Update of 1983 actually represents the first in a series of ongoing revisions, modifications and additions to the original 1970 Master Plan. In some cases, it serves to implement components of the earlier plan.

The first report of the 1983 update, conducted by S. Zepatowski Associates, Inc., analyzed existing land use in the Town as it related to existing zoning and protecting groundwater quantity and quality. The results of this study stated that to adequately protect groundwater resources, “...some reductions in the potential populations and potential dwelling units are needed. Serious thought must be given to rezoning areas to lower density or “up-zoning” to preserve the ability of our groundwater aquifer to support future growth.” Areas in need of this change in existing zoning were the moraine and Pine Barrens areas east and west of Shinnecock Canal.

Thus the principal change in the strategy for land use to come out of the 1983 Plan Update was a recommendation that all existing CR-80 (country residence) and LI Districts (light industrial), which encompassed the Pine Barrens in Westhampton, be rezoned to a much lower density consistent with their overall character and to meet the objectives for protection of groundwater resources. Also included as part of this comprehensive rezoning were “...all other lands which can be reasonably included absent of any serious charges of confiscation.” These recommendations resulted in the creation of the RC-200 (approximately 4.6-acre lots) and LI-200 designation. In reflecting upon these changes, it is often believed that the primary driving force behind the creation of large lot zoning was to protect valued open space. In fact, the changes brought about through the creation of the five-acre lot designation were primarily undertaken to protect groundwater resources from the effects of over development of the land.

ZONING IN SOUTHAMPTON: A BRIEF HISTORY

In 1957, Southampton approved its first zoning ordinance. Although not based on a comprehensive plan, it was based on a thorough review of the problems that the Town was experiencing from growth and development. As part of an ongoing review of the zoning code, a comprehensive zoning amendment was made in 1966, and then revised again as part of the 1970 Plan. Continued refinement of zoning regulations resulted in §69 of the 1979 Code as adopted by the Town Board. These regulations were again later amended in their entirety in 1984, and are today referred to in short title as the *Town of Southampton Zoning Law; Chapter §330* from the Code of the Town of Southampton.

The different zones defined in §330 are represented by name in the Code and by letter combinations on the Zoning Map. Each zone is defined by intended land use, such as residential or commercial, and is further defined by a minimum size of lot, expressed in amounts of square footage.

Recent changes to the zoning map in Southampton have been limited to individual parcels, and have not resulted in large overall changes to the zoning boundaries.

SUBDIVISION HISTORY

Subdivision regulations were first enacted in Southampton in 1952, with the first substantial revision of these regulations ten years later. By 1970, out of a growing concern for the protection of natural resources, historic features, and overall flexibility in design, several new amendments were proposed as part of the 1970 Master Plan. The basic premise for the amendments was to acknowledge that any new plans for land

development were required to conform to design standards contained in the 1970 Plan. More importantly, the amendments gave the Planning Board a creative tool with which to specify detailed design concepts for all new development. Today, details pertaining to the subdivision of land are part of the Land Use Legislation in *Chapter 292, Subdivision of Land*, as part of the Town Code for Southampton.

RELATIONSHIP TO OTHER PLANNING EFFORTS

“Southampton Tomorrow,” the Comprehensive Plan Update for 1999, takes into consideration the Town’s linkage to other regional planning and resource protection programs. The following briefly describes each of these regional programs and the relationship that the Comprehensive Plan Update has to each.

- *Peconic Estuary Program* represents a partnership between local, state, and federal interests who are working together to develop a Comprehensive Conservation and Management Plan (CCMP) to restore, protect, and maintain the natural resources of the Peconic ecosystem. As part of this plan, the Peconic Estuary Program Action Plan is designed to respond to the immediate need to control and remedy the impacts of pollution upon the estuary. Many of the goals and objectives detailed in the Resources chapter of the Comprehensive Plan supports the work of the Peconic Estuary Program.
- *Long Island Pine Barrens Protection Act of 1993* in effect created the third largest open space preserve in New York State. The Act states that compatible economic development be accommodated and directed to less

sensitive areas through the use of conservation easements, transfer of development rights, and similar planning mechanisms. The Act establishes a regional planning partnership consisting of a five-member “Central Pine Barrens Joint Policy and Planning Commission” and a “Central Pine Barrens Advisory Committee.” The Commission is comprised of the chief executives from Southampton, Brookhaven, Riverhead, Suffolk County and New York State. In addition, the Advisory Committee is represented by Long Island’s environmental, business, development, and civic communities. The work of the Commission and Advisory Committee are to ensure that the preservation of natural resources and the protection of the water supply underlying the Pine Barrens is achieved with significant local input while maintaining traditional local control. The spirit of this Act is consistent with the goals of the 1970 Master Plan and its subsequent update(s) as well as with the amendments to the Town’s Zoning Code.

- *The Local Waterfront Revitalization Plan (LWRP)* is a comprehensive report that details local needs and objectives for protection of nearly 658 miles of coastal shoreline in Southampton. The LWRP is a locally prepared land use plan that sets forth design, location and environmental standards for development along the Town’s waterfront. The plan is prepared as part of the State Waterfront Revitalization and Coastal Resources Act of 1981. Many of the resource protection and management objectives that have been detailed in the 10 waterfront areas contained in the LWRP have been incorporated into the Comprehensive Plan Update. Specifically, the Comprehensive Plan contains chapters that discuss

waterfront resources and the associated waterfront economy.

- *Suffolk County Planning Department* is responsible for planning efforts relating to the entire county. This 1999 Comprehensive Plan update incorporates County comments, and assesses transportation, economic development and other regional impacts on a county-wide or South Fork-wide basis. For example, the Town is part of the East End economy, but more particularly that of the South Fork in terms of both the wine industry and the tourism industry.

- *The Regional Plan Association* is the regional entity that plans for the entire metropolitan New York area, including Long Island. Although completely advisory, the RPA has provided comments on the Town's Comprehensive Plan. Many of the RPA's planning studies have been used to inform the decisions made in this Plan.